

IOWA CONVICTS WELL CARED FOR BY STATUTE

Are Paid Daily Wage and Permitted to Send Allowances to Their Dependent Families.

The convicts working on the roads in Iowa have a status differing from that of the convicts in the prisons of practically all other States, said George Gordon Battle, the distinguished New York attorney who appeared on behalf of the National Committee on Prisons and Prison Labor in a suit to test the constitutionality of the contract system of convict labor in the State of Rhode Island.

In Iowa the men working on the roads receive \$2.50 per day for their labor, they themselves paying for their keep and clothing, and are at liberty to send the balance to their dependent families. They are still under restriction, but their right to wage lifts them out of the slavery status into that of state wards.

The condition of these Iowa convicts is in sharp contrast to that of the prisoners in Rhode Island. In the latter State the labor of at least 250 of the prisoners is let by contract to a firm of shirt manufacturers. The State supplies the factory room, light, heat and power, and the prisoners, in return, transport materials and manufactured articles from and to the railroad station. The contractor supplies the machinery, material and supervision necessary to keep these prisoners employed, and pays the State 50 cents for each dozen shirts manufactured. The prisoner is forced to labor under the terms of his contract, and receives no wage for his labor.

The National Committee on Prisons and Prison Labor contends that the condition of the prisoners working under this and every other prison contract is slavery, and that it is analogous to the condition of the negro slave before the Civil War and in accord with slavery as defined by the Supreme Court of the United States.

"Slavery is prohibited by the Constitution of the State of Rhode Island without the exception as to punishment for crime found in the Federal and most of the State constitutions. The committee, therefore, claims that the statute authorizing the State Board of Supply and Control to let the labor of the prisoners by contract is in conflict with the State Constitution, and the contract, therefore, illegal.

To secure an opinion from the courts, the committee is backing an prisoner in his suit against the prison contractors for wage for his labor while in prison. The committee hopes through this case to forward the movement for the abolition of the contract system of convict labor, not only in the State of Rhode Island, but throughout the country, and also to show the right of the convict to receive a fair wage for his labor, through which he can contribute towards the support of his dependent family.


The action of many States in placing these prisoners who can be trained to work on the roads is in line with this forward movement. On the roads the prisoner can do work which has value great enough to permit the payment of the wage. Iowa has proved the plan practical, West Virginia, New Jersey and other States are successfully passing through the experimental stage, while many more States will enact legislation permitting such work during the coming sessions of the Legislature.

The National Committee on Prisons and Prison Labor, Mr. Battle included, "stands firmly behind this road work, when it is conducted under conditions fair to the prisoner and the free workman, and hopes in the next few years to see honor men making good roads everywhere throughout the country."

MOTORISTS WILL SEE "AMERICA FIRST" IN 1915

American Automobile Association is Receiving Many Inquiries as to Best Route.

That the American road traveler who has been lured to Europe by the connected main road systems of the other countries intends to "see America" in 1915, is made apparent by the growing volume of inquiries made to the national touring bureau of the American Automobile Association in both New York City and Washington, D. C. While the Western and Pacific Coast sections will appeal strongly to the Eastern—for Yellowstone, Glacier, Sequoia, Columbia River, Yosemite and Grand Canyon are names with which to conjure—the wonderful highway development in New York will command processions of motor car tourists in all parts of the diversified Empire State. Many a one who, years ago successfully took Horace Greeley's advice of "Go West, young man," is now an automobile owner, and the possession of an auto-state vehicle



Lozier

New 1915
Maxwell, \$695

705 W. Broad,
Richmond, Va.

"The Choice of Men Who Know"

Maxwell

WM. P. ATKINSON CO.,
19-25 W. Tabb St.,
Petersburg, Va.



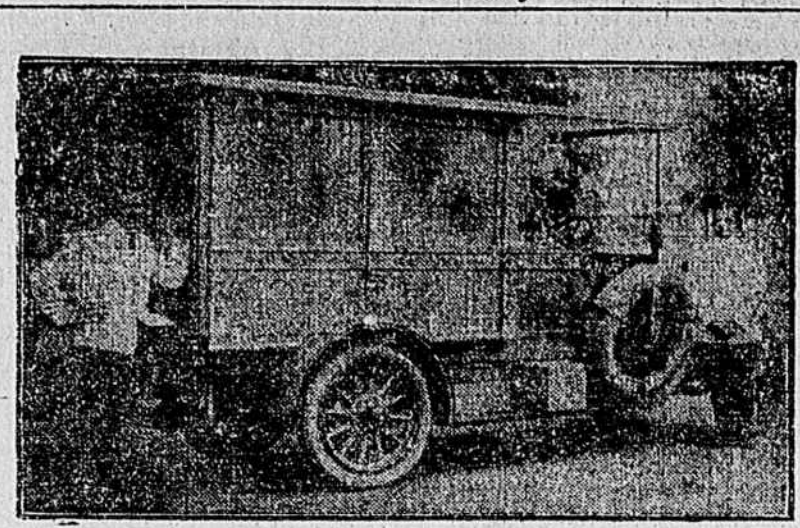
Ford

THE UNIVERSAL CAR

It's the prince of cars—and a car of princes. Two grand dukes and nineteen princes drive Fords in Russia. And the sturdy car is as popular with both classes and masses the world over. Its unequalled merit has won it world-wide recognition.

Runabout \$440. Touring Car \$490. Town Car \$690. Coupelet \$750. Sedan \$975. Delivery \$550—f. o. b. Detroit. Complete with equipment. Kaehler Motor Company, Broad and Ryland.

Ambulance Travels 21,000 Miles On Two "Nobby Tread" Tires



The picture above shows the private ambulance of J. W. Osenider, Oil City, Pa. The car has new "Nobby Tread" tires on the rear wheels. The previous pair of "Nobby Treads" carried the car for a year and a half over a distance of approximately 21,000 miles. One of them has never had a puncture and has not blown out. It is now being carried as a spare.

causes him to yearn for a look at the old town and old farm on the hill.

"There'll be much for this man and his family to see," comments Chairman George C. Diehl, of the A. A. A. Good Roads Board, who, as engineer of the county which contains the city of Buffalo, has been prominent in New York State road progress.

"The empire commonwealth is now ready to supply a surprising highway homecoming to its former sons and daughters," asserts the A. A. A. officer, "and one hesitates to tell them too much about what has been accomplished since New York began spending over \$100,000,000 on its arteries of communication. Go where you will and there will be found evidence of roads building to meet the internal needs of the State, from agricultural and scenic and health standpoints, for in these days it is recognized that all sections must be given attention because all contribute to the sum total.

"In its automobile reciprocity New York sets an example that has been entirely followed by only one other State, Vermont, an exchange of courtesies is offered for a single day or for the whole year. It is the general feeling that the amount of wear which a visitor may exact from the highways in the use of his rubber-shod wheels is more than offset by his daily expenditures, in addition to which he usually pays a permanent motor tax. Farm values on main market roads have advanced markedly, and bargains are no longer numerous.

New York's attractions include Niagara Falls, at the Western end, as well as Watkins Glen and the luring Genesee Valley; the central New York lake region; the inspiring Adirondack Mountains country; Lakes George and Champlain, and the famed Hudson River, with its astounding Storm King Road now under construction. New York City is a magnet which causes the metropolis to be included in the itinerary of any prolonged tour in the Eastern country. Near at hand the ocean front supplies innumerable seashore resorts, and all around the Empire State ranks second to none in appealing to those who study their country in the way only possible through motor car tourists.

"One fact stands out in the propaganda urged by the American Automobile Association in the States to participate in road building. While New York has either built or has now under way many miles of State and county and community roads, its National legislators favor Federal help to the several States which, except in few instances, are only started on a comprehensive roads betterment. New York invites the stranger to partake of its fullest roads hospitality, and at the same time, as the most thickly populated and wealthiest State, is willing to accept a very substantial part of the cost of the highways burden of the nation."

New House for West Point.
WEST POINT, N. Y., November 28.—Application has been made to the State Corporation Commission for a charter by which the West Point Power Company, Inc., may get back in this town. The company has been organized with the following officers: H. H. Blackwell, president and general manager; W. V. Blackwell, vice-president; C. L. Cobb, secretary and treasurer. These are West Point men, except Mr. Blackwell, who is now engaged in the wholesale business in Kenbridge, Va. The company expects shortly to erect a building suitable for its business on the Southern Railway property on Third Street, near the present depot.

BUFFALO-MASSACHUSETTS RUN SEVERE TEST OF CARS

"The Cadillac engineers deserve unlimited praise when they can make the United States as level as the Sahara Desert," is the enthusiastic comment made by L. W. Groat after driving a Cadillac Eight from Buffalo, N. Y., to Springfield, Mass.

In his letter to the Cadillac Company, Mr. Groat says that the first day's driving was through rain, and over very bad roads, but the car performed wonderfully. Between Syracuse and Springfield many hard, steep hills were encountered. On several it was impossible to get any sort of start, yet when it was never a time, he writes, when it was necessary to shift out of high gear.

Mr. Groat says accurate account was kept of the gasoline mileage, and the figures are particularly interesting in view of the fact that they are the first to be made public on the performance of an eight cylinder car on a cross-country run of this character. For the entire distance of 413 miles, the car averaged 13.2 miles per gallon.

Other features that make this mileage performance interesting are the adverse road conditions between Buffalo and Syracuse, the mud at times being six inches deep, and the hills on the latter part of the journey.

A Hebrew Governor.
Idaho will have the distinction next year of being the only State in the Union to have a Hebrew Governor.

Moses Alexander, who won by an overwhelming plurality at the recent election, was born of poor parents, immigrants from Europe, and having a childhood hood. As a boy he started to work his way up in the world, and, despite his early handicaps, he has succeeded wonderfully. Twelve chosen Mayor of Boise, he enjoys the reputation of having given that city the best administration it ever had. Many Hebrews have attained positions of high honor in this land of opportunity, which they have filled with credit to themselves and to the theory of the Why I now live this is the first one to be elected Governor of an American State.

WEST POINT PROSPECTS.

WEST POINT, VA., November 28.—The Old Dominion Corporation reports that thirty acres to Port Richmond subdivision during the past week. Two of the new settlers have arrived, and the frames of two comfortable houses have gone up in the past week. President Crosby Thompson, the former motor, says that if the price sale of Euclid Heights lots, which he is now putting on, results satisfactorily, he will immediately commence the erection of a plant, which will employ not less than 10 skilled laborers and bring a very important enterprise to West Point.



KRIT



Power With Economy

Some motors are powerful, but of considerable expense in fuel consumption. Others may be economical, but at the expense of power.

The KRIT light weight ball bearing motor combines wonderful power with the greatest of economy.

Correct design, the use of annular ball bearings and careful manufacture in every detail produce the World renowned power of this motor.

Lightness

To-day many manufacturers are just announcing models with light, small motors—a type the KRIT Company adopted six years ago.

Model O Touring	850
Model O Roadster	850
Model M Touring	995
Model M Roadster	995
Model M Cabriolet	1295

Don't buy any car until you have seen the 1915 KRIT.

Demonstration on request.

ALSOP MOTOR COMPANY, Inc.
1923 W. Broad. Ran. 2072
Showroom: 212 N. Eighth.

MOTORCYCLE NOTES

President A. B. Coffman, of the Federation of American Motorcyclists is making a business trip to the West Coast, and will visit many of the motorcycle clubs in the cities en route.

With his wife and four-year-old daughter riding in a sidecar, J. H. Neidham of Bristol, Iowa, has just completed a 30-mile motorcycle trip through Iowa, Minnesota and Wisconsin.

S. C. Goggs, engineer for the deaf and blind institute of St. Augustine, Fla., has just returned from a 1,000-mile motorcycle trip to his home at Seneca, S. C.

A campaign to increase the membership to 500 is being waged by the Portland (Ore.) Motorcycle Club. The club now has 175 members, but it is the hope that by New Year's Day this will be raised to 500.

Frank J. Patrick, a rural mail carrier of Ulen, S. D., says that he averages 12-20 miles a year on his motorcycle.

A new motorcycle club has just been formed at Charleston, S. D., with a membership of twenty-four.

Two motorcycles have been ordered by the Indianapolis Police Department for use in answering emergency calls at substations in the city. The department expects to install a motorcycle at each substation.

One of the most consistent girl motorcyclists of the country is Miss Della Willis, Fort Wayne, Ind., who has joined the ranks of cities using motorcycles in their police department.

"It was the best vacation I ever had," said F. E. Karslake, of Oakland, Cal., upon his return from a 75-mile motorcycle trip to Mt. Lassen.

The Kentucky Motorcycle Touring Club, of Louisville, has sent out an ultimatum that no "reckless, lay-by-day" rider will be tolerated in the club.

"A real back to nature vacation such as can only be enjoyed by a motorcyclist," that is the opinion of a visitor from California, described his trip this summer through Shasta and Crater Lake National Parks.

Growing Rhubarb in Virginia.
In the Progressive Farmer, Professor Massey speaks out as follows:

"From Virginia southward it is a difficult matter to grow rhubarb on high dry soil. Even in central Virginia I found it best to grow it on rich bottom land and to mulch it heavily in summer with stable manure to keep the soil cool and to retain the moisture. In upland North Carolina I found that strong roots would give me one good crop and then the roots would rot. In the Piedmont and the South the only way to get the rhubarb was to buy every spring a new lot of roots. The rhubarb grows magnificently in a dry sandy soil heavily mulched with manure."

Announcement

I wish to announce that the firm of Jones & Gruber has dissolved, and I am now running the

Standard Auto Top Co.

204 N. Jefferson Street.
Auto Tops, Seat Covers, Engine Hood Covers our specialty.

GEO. E. JONES.

Automobile-Repairing A Specialty

D. W. Vaughn's Garage,
321 West Main Street.
Phone Mad. 5166.

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CONVENIENCES OF KRIT CAR MAKE IT POPULAR

Every Wish of Driver and Passenger Has Been Anticipated by Engineers of New Krit.

"One reason for the popularity of the new Krit cars this season is that they have many conveniences and refinements which buyers of moderate priced cars have been in the habit of expecting to find only in cars of much higher price," says B. P. Alsop, of the Alsop Motor Company, Incorporated, distributor of Krit cars in this territory.

"In the new Krit model every wish of the driver and other passengers has been anticipated by the Krit engineers in the way of comfort and appointments.

"The steering wheel is large and set at an angle to insure the greatest ease in driving. The gear shift and brake levers are within easy reach, yet do not interfere with entrance or exit.

"The throttle and spark control levers are on top of the steering wheel, and a foot throttle is placed to the right of the clutch and brake pedal. The clutch and brake pedal rods are adjustable. Ignition switch and carburetor adjustment are all clustered in the centre of the instrument board, and can be easily operated without even leaning forward.

"The gasoline tank is placed under the shroud with filler cap at right of instrument board. Tank can be filled without disturbing either passengers or driver. A reserve supply is provided for so that there is little likelihood of ever getting stalled for want

of fuel.

"The running boards are low, and the doors extra wide, a convenience that women will readily appreciate.

"The windshield, both upper and lower sections, can be quickly adjusted from the seat to almost any angle. The curtains on all models are

attached from the inside.

"From this enumeration of conveniences of the new Krit it may be seen that the Krit engineers have not only made the 1915 models dependable and economical, but also up-to-date in convenience and equipment."

When there is contentment in the factory, then there is good workmanship in the car.

The best paid mechanics in the motor car industry build the Ford—the Universal Car

Kaehler Motor Co., Broad and Ryland

STEARN'S

Knight-type motor.

The Dream Car \$1,750 for the Ladies..

T. D. RANEY,

1048 West Broad Street.

LET US PAINT YOUR AUTO

A coat of good paint will protect, preserve and beautify your car.

We use a special automobile paint, which will withstand the hardest wear, resist the elements, and

Make Your 1914 Car Look Like 1915

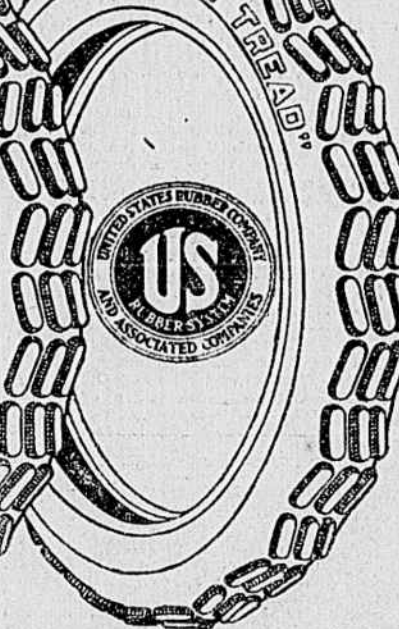
The time to have the work done is now. Let us give you an estimate.

CALLIS AUTO PAINTING CO.

Phone, Randolph 6048.

1627 West B.oad Street.

"Each in a class by itself"



"Nobby Tread" "Chain Tread"

Our Challenge Anti-Skid Tires

We challenge any competitor's tire to show the same combination of real anti-skid protection and low cost per mile that is given by either "Nobby Tread" Tires or "Chain Tread" Tires.

United States Tires

Made by the

Largest Rubber Company in the World

of fuel.

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